Depot Town Rag

Volume 15, Number 10 *"All the news in one block in one month."*

100% FREE Rag Content
October 1992

- **Jazz competitors win**
- Purpose on track
- Top Ten reasons
- *A day in the life . . .*
- **M-CATS opportunity**

and other strictly local stuff. . . .

A Publication of the DEPOT TOWN ASSOCIATION, INC. The Old Caboose, 400 Market Place, Ypsilanti, MI 48198

Good neighbors continue to steer the Association's action

Elected at the September 17 annual DTA meeting:

Dave Blackmer, president
Judi Monaghan, president elect
Sandee French, secretary
Bettie Dodd, treasurer

President Dave Blackmer owns and operates Miller's Ice Cream Parlor & Emporium with his wife, Gwen. To hear Dave tell it, *he* works for *her*! Daughter, Shannon, also figures prominently in the family business.

President elect Judi Monaghan is a Depot Town resident and is empoyed by the University of Michigan's Facilities Planning and Design divison. Her past DTA jobs have included treasurer, jazz events, and countless committees.

Sandee French, who will continue as secretary, is the reason there are two Es in Aubree's Saloon. Past president, Bill, is really Aubrey William French and their names are joined in the popular business' name.

Treasurer, Bettie Dodd, starts her second year at that job and works at Hon's Flowers in the building she and her husband sold last year.

Committee appointments in the areas of Membership, Events, Rag sales, Freighthouse Advisory, Heritage Festival, Rag Editor and other areas of endeavor will be made soon.

President Dave Blackmer encourages all with an interest in the continued improvement of the Depot Town district to communicate with him via "even anonymous, typed messages" at the Ice Cream Parlor to begin a list of policies and projects for the next year's activities. (Signing your name just might get you a job for the rest of the year!)

Announcing:

Art at the Freighthouse

Gallery shows of Fine Arts

- Sunday, November 1
- Sunday, December 6

Co-sponsors:
Ypsilanti Parks & Recreation Department
Depot Town Association
Ypsilanti Visitors & Convention Bureau

1992 FALL FAIR

at the Ypsilanti Farmers' Market

Saturday, October 3, 8am - 3 pm

Market Plaza and Freighthouse
Fall Farm Harvests • Michigan Apples
Arts & Crafts • Farm Wagon Storytelling
Scarecrow Gallery • Pie Eating Contest
Steam Engine Video • Foot Stomping Music
Kids Train • and more fun events!
For information call 483-1480

Sidewalk Sale and Flea Market
Turn Your Trash to Cash!!
Clean your attic, garage and basement
Rent a table for a small fee
Bring your crafts and white elephants to sell
For information call 483-5870

Midnight train to Toledo

Don't try this in Depot Town, kids:

It was a dark and sultry summer night as I lay in the tall weeds behind the Milan Federal Prison waiting for the freight train from Detroit to Toledo. Shlockily romantic as it may sound, it's true - and the story couldn't be told until now. Geraldo Rivera may not want to tell it, but railfans from Ypsilanti seem to salivate at the thought of catching an outbound night freight train, and this my chance to fulfill a life long dream. I just couldn't tell anyone about it. . . for a while.

[The mysterious and highly illegal train hop took place somewhere between when the railroad was called the Wabash and when it became known as NS - Norlfolk Southern. Those in-between years it was N&W (Norlfolk and Western) and this line seemed to run from Detroit to Montpelier, Ohio. Placing it in time any more clearly than that could very likely cause trouble for some of the train's crew and making it sound like it happened this particular summer might only encourage others to follow the fad of Yuppie hoboes and try it on for themselves. Such a risky and dangerous activity is not recommended.]

I had met a railroader in one of the Depot Town bars who confided that he had often worked on one of the companies near our tracks. His was not a line that came through our block, but was only a few miles away. "Maybe I can get you on one of the runs," he hinted one meeting. Several seasons later he called at 10pm one evening saying, "Hide in the grass behind the Milan prison at midnight and watch for the train. We're going to pick up a car there and you can ride with us to Toledo."

I had prepared my best all-black James Bond costume so as not to be seen in the shadows along the track that night and encouraged another friend to drop me off along US-23 near the overpass. He wondered at my leaving home at this hour, but complied all the same.

As I felt my way along the inky tracks I could see prison yard lights and hear orders being given over the loud speakers. There didn't seem to be anyone in the guard tower and I hoped they couldn't see me if they *were* there. The scene felt like a 1940's B movie and I wondered if anyone might be considering a prison break tonight. Surely, if they knew the train schedules, I'd have the opportunity to meet the escapees here in the weeds.

The dark hulk of a box car loomed out of the night at a strange angle to the main line. Once, when the prison industry manufactured office furniture, this house track connected to the prison shop but now it was interrupted by layers of high chain link fence topped with razor wire and several coils of more razor wire strung out between the two fences. I would have liked to check it all out with my flashlight, butI thought better of such an inspection of our Federal Prison system. I settled into the weeds and listened to find out if I was alone for this trip.

Lights from the Ford plant on the south side of the track added to the night sky and an occasional watchman could be seen moving about at the gate. The traffic on the highway added punctuation to the quiet lullaby of the countryside. I looked down the N&W tracks to the east, wondering if the train from Detroit would be on time.

As I squinted at the red and green signals miles down the track I realized that the small white light between them had become larger. It was, indeed, the train I had been hoping for and it was ten minutes to twelve.

[Continued on page five, overleaf . . .]

Recipes and Information
on special diets & alternatives
for people with allergies
11-3 Saturday October 10

World Food Day
October 16
1% of sales October 16 & 17
to purchase food for S.O.S.

YPSI FOOD COOP

October is Co-op month
Membership is 1/2 off ($5)
Orientation:
2 pm Saturday October 10
6 pm Wednesday October 21

Sun. 12-5, M,T,Th, F 10-7 Wed. 10-9 Sat. 9-7
312 N. RIVER ST. 483-1520

Sandwiches • Light Lunches
Miller's
You know us for our ice cream . . . but do you know us for our food & gifts?
ICE CREAM PARLOR & EMPORIUM
42 E. Cross
Catering
Ice Cream
Cakes & Pies
In historic Depot Town
Mon-Sat 8 - 10 Sun 12 - 10
485-7546 • Open All Year

Aubree's
SALOON
35 East Cross Street

"Happy Halloween"
Hansen's
STANDARD PRINTING
- Weddings
- Flyers
- Business Cards
- Copy & Fax Service

35 E. Cross St. • Ypsilanti, MI
• (313) 483-0339 •

Clear purpose keeps Association on the right track

The train that runs through Depot Town never gets lost. Since the 1830's, whether the string of cars was from the Michigan Central, New York Central, Penn Central, Amtrak or Conrail, the trains on this track always have had the same destination: from Detroit to Chicago; from Chicago to Detroit. That's all.

Sure; sometimes the train has been derailed or detained in an accident. Several times floods washed out the bridges. Still, the goal for each load of freight or passengers was the same - Detroit to Chicago; Chicago to Detroit - even if the engineer and crew had to take a circuitous route to reach their intended destination and goal.

So it is with the Depot Town Association, Inc. The incorporation's tracks were laid with the writing of the constitution in 1975. There was much argument and consternation about what direction those parliamentary tracks should take but, once they were adopted, they clearly delineated the Association's route to accomplishing its objectives and reaching its goals. Over the years the bylaws were amended and adjusted but the Association's purpose remained the same.

Several times each year since DTA's Constitution and bylaws were adopted someone has come to a meeting in the old caboose to suggest a "great idea" for the good of the group. Many of those were so tempting that the active members altered the course of the group to head toward a new goal. Almost always they were disappointed. Sixteen years of experience have proven the two-pronged purpose of DTA is what the organization was meant to be about all along:

"Article II - PURPOSE

The purpose of this organization shall be to:

1. Preserve the unique character and history of the Depot Town area and

2. Ensure the economic growth and stability of the area."

Between the confines of those two standards the Association is most effective and viable. When the purpose is subverted the impact is lessened.

There is no stratagem among the bylaws which indicates the power of people working together might use their energies to accomplish other - different, unwritten - goals. The officers and members have been tempted, by their great success on the first two, to test their talents in other waters. But they do not. Instead, they use their Depot Town activitism and style *personally* and take on other commitments *individually*.

Not strangers to politics, the individual members of the Association have been deeply involved these past several years. Among others, they have been active in just about every committee, conference, commission , and council existing for the good of the community. Those organizations include Ward 5 Councilmembers, City of Ypsilanti mayor protem, the city's Zoning Board of Appeals, the Planning Commission, Parks and Recreation Advisory Board, Farmers' Market Advisor Board, Huron River Watershed Council, Michigan Sesquicentennial Commission, Washtenaw Council for the Arts, Heritage Festival Policy Committee, Chamber of Commerce Board of Directors, Visitor & Convention Bureau Board, and many, many others. All these activities are the result of individual members.

The DTA accomplishments toward its dual purpose are many. Sixteen years of monthly publications have documented their progress. In fact, the monthly publication is one of them. Others include the establishment of physical improvements to the *public* sector — and constant encouragement and challenge to owners to do the same with the *private* sector. No commercial entity in the county has made its benefits so obvious through promotion as has this little group. Historic preservation, music, outdoor festivals and events have focused the public's attention on both the unique character and the economic growth of Depot Town. They grew together and came to be seen as a single purpose. And all of this has been good for the business climate.

Last month's daily press told of DTA's refusing the offer of help from a local company which is very much involved in a hot political issue. Certainly had DTA accepted Envotech's offer of financial support of the most recent jazz event it would have implied approval of that company's product and services. Accepting their support could easily have been interpreted as taking their side in what has become the hottest political issue in our community this year.

The flap over DTA's refusal of their sponsorship of the Heritage Jazz Competition caused some Festival planners to question DTA's sincerity.

Although its several members can give dynamic testimony *individually*, DTA has never supported political issues as an organization, but other groups have — and should. The Chamber of Commerce might be a good case in point. The Chamber has actively supported political candidates and causes in the past. Perhaps it is time for the Chamber to take a position on the toxic incinerator being proposed by one of its members. It will be a difficult choice for the Chamber to make, but appropriate for the good of the business life of this community.

[Midnight Train continued] train's headlight. I wondered if anyone was aroused from their sleep as we blew the whistle approaching the crossing. No; they probably don't even hear the night freights any more. The homes looked like the kinds of places where people had lived all their lives and took the passing trains very much for granted.

Dundee: As we neared the Dundee cement plant it became obvious where the grid of roads had been cut off for the development of this huge building. A siding rolled up into the factory environs and seemed covered with soft, white dust from the gypsum loaded there. Crew members tried to scare me with stories of terrible accidents at that spot, but it seemed more like Boy Scouts regaling a tenderfoot on his first night in camp. Maybe they were true; maybe they weren't.

Diann Station was the next marked crossing, where the Ann Arbor line crosses the DTI - Detroit Toledo and Ironton. The crossing was preceded by a complicated series of signals which must have something to do with whether or not there's a train coming on the other track. I could not distinguish any clear radio message and the crew members simply nodded their comprehension to the coarse and raspy signals which were barked from time to time. Sometimes they talked back to the dispatcher, but mostly they behaved as if they were doing this whole operation in their sleep.

Ida: The grain elevators in downtown Ida hove into view and much of the rest of the town was a volunteer fire department. It looked like a real town with a few small stores, maybe a farm implement dealer and signs indicating Penn Central still stopped there. They must be old signs.

Lulu: Cars waiting at the crossings seemed uninhabited as we crossed through more corn fields and swamps, but two kids on bicycles

[Concluded on page three . . .]

[**Midnight Train** continued] added alarming interest as they sat on the tracks ahead of us. The engineer gave extra blasts of the whistle, but these kids were from Lulu and they were cool. You'd have to be cool if you were a kid from "Lulu!" Clearly, their parents weren't aware that they were out riding their bikes at one o'clock in the morning. In fact, from the noise the train made, these twelve-year-olds' folks must be miles away not to have run out from their beds and hauled the boys home, grounding them from bike riding for the rest of the summer. No admonishing parents appeared and, as the train approached, they pulled their bikes from the tracks with such well-timed skill that this must be a common game for them. I was taught that it was not even permitted to place a penny on the track. Oh, well.

Yargerville: Crossing Yargerville Road, we wondered at the existence of this town we had read about in an article on Michigan's Y-towns. None on on board had ever seen the town of Yargerville and, to this day, I don't know anyone who's been there. It's like Delaware.

Samaria: The land had been boringly flat. Trains don't go up hill, ever, except at the giant Horseshoe Curve in Pennsylvania, and even that's a huge effort. Tracks follow the flat curves of a river, keeping to the level flood plain. Monroe County's flat; just a few years ago it was lake bottom and as we reached Samaria the land and water felt as is we were nearly at the bottom of Lake Erie. Luna Pier was a stone's throw to the east and the good Samaritans must all be asleep in the deep.

Temperance: There were no lights other than street lights in Temperance; I didn't expect to see neon beer signs at this location. Seven cars waited for us to cross the intersection and I wondered where they had been and where they were going at this hour. How far must these locals have to drive to get a beer? Only the shrill of the whistle anticipated the crossings as we continued south. Crew members attested to the fact that they had made this run many, many times in his career and it seemed not to matter whether it was made in daylight or dark. They knew every signal and marker as if they had built the right of way themselves and, yes, they said they still found it exciting to 'play trains' for a living.

Toledo: A constellation of lights announced our approach to the Maumee River in Toledo. Oil refineries and rail signals reflected off the oily surface of the river and between steel girders as we nearly came to a stop on the first of several iron bridges. I was told not to get off in the rail yard, as passengers were not expected. As we inched to the south shore I said my surreptitious thank-yous and hopped gingerly to the street. The train kept moving toward the yard and I forgot to count the cars as they went by. All I know is that, when it finally passed, there was one lone car waiting to cross from the other side. I stuck out my thumb and the driver rolled down the window.

"Where you going, buddy?" he asked.

"Ypsilanti."

"Get in."

I figured I could keep up my end of the conversation as we turned north onto US-23. I had a story to tell -- but I couldn't really tell it until now in *The Rag* .

Special train followed-up by RR official

Conrail's *SPECIAL* hypes development

In response to last month's article about the uniquetrain which had passed through Depot Town, Nathan S. Clark, Jr., Conrail's area manager for Economic Development, sends the following facts.

"The train was named *The Michigan Mercury*. It operated over Conrail's Michigan line from Kalamazoo to Dearborn and return on 22 July 1992. Historically, this was part of the New York Central Railroad *Chicago Mercury* passenger train route. A more subtle and important name tie-in is that *Mercury* was the Roman God of Commerce. This train was operated to promote the development of commerce in Michigan in the form of new industries and several officials from Michigan Department of Commerce were aboard.

"Specifically, Conrail's Industrial and Market Development Department hosted this train to showcase its railroad to representatives in its Michigan industrial development network who help it to locate new railroad customers. Guests aboard the train included government officials, professionals from local, state and regional development agencies, public utilities, and industrial realtors and developers. Several prospective customers were also invited aboard to get to know the railroad they'll soon be working with to transport their products.

"Conrail pointed out over the train's PA system several prime industrial sites adjacent to its Michigan line, and also highlighted a number of new facilities that have recently located or expanded along this route. Current Conrail customers were also guests, including some from the newly-located or expanded facilities.

"One purpose of such a trip for the development community is to show them Conrail from a perspective from which most never get to see it. These people get a pretty clear sense of Conrail quality at 79 mph!

"Conrail's trucking competition has no similar 'vehicle' with which to promote that transportation mode or its services. Conrail is also unique among major Michigan railroads in hosting such trains.

"Being strictly a freight railroad, Conrail is interested, of course, in locating or helping to expand firms that require its rail transportation services. These companies also provide new employment and pay taxes in the communities where they locate. Conrail therefore becomes a partner with the many entities involved in economic development in attracting industry to its service area, as well as in helping existing firms to grow. Railroads and utilities share a similar vested interest in attracting new volume to use the excess capacity of the geographically-fixed networks they own. (In contrast, a trucking firm has no such pressure: they go wherever the public highway system reaches, so they can enter or exit markets without concern for the investment in any particular highway route.)

"Conrail provides professional and confidential assistance to owners or agents representing industrial sites or vacant facilities that are, or can be rail served. They help match the needs of both domestic and international prospects with these available properties or buildings. Conrail also helps off-rail prospects in locating rail/highway and rail/water transloading facilities.

"Nearly 100 guests rode *The Michigan Mercury*. They appreciated the opportunity to learn more about Conrail, to meet with the senior Conrail officials on board, and to 'network' with other people - both inside Conrail and out - that share a common interest in promoting industrial growth in Michigan."

M-CATS = Michigan Citizens Against Toxic Substances

Support:	I will lend support, keep me informed
$10 Member:	Newsletters, bumper sticker, dumpbuster pin.
$25 Member:	Newsletters, bumper sticker, pin and cap.
$50-$100:	Lifetime honorary member, newsletters, T-shirt or cap, bumper sticker and pin.
Donation:	Free Will - Thank you! We appreciate your contribution, help, concern, and conscience for a healthy, safe, and lasting Milan!
Reply to:	M-CATS, P.O. Box 224 Milan, Michigan 48160

D. L. Church Construction
Building & Remodeling
Reliable & Experienced
Les Church
(313) 483-1237
105 Babbitt
Ypsilanti, MI 48198

DEPOT TOWN
UP YOUR YPSI

Depot Town Association, Inc., 17 September 1992

DTA: Firmly rooted in the past - with a clear view forward!

22 people attended the annual election meeting in the Market Plaza.

Minutes of the August meeting were approved.

Treasury: Balance of over $2000 with good responses from Associate Memberships. Other payments have been coming in, as well. Attorney discussed collection problems and techniques.

Nominating Committee offered a slate of Dave Blackmer moving to president from his president-elect position, Judi Monaghan as president-elect, Sandee French as secretary and Bettie Dodd as treasurer. A unanimous ballot was accepted.

Bill French passed the gavel on to Dave Blackmer, who conducted the remainder of the meeting.

State Representative Kirk Profit reported on the Cut and Cap proposal, School property tax and income tax possibilities, Term limitations, Proposal D (AAA auto insurance), strategies for the Toxic Disposal situation in Augusta Township, and other issues.

Amy McMillan, Ypsilanti Parks & Recreation Director, reported on meetings regarding facilitating special events, permits and guidelines, and her department's involvement in Freighthouse promotions.

Milan residents thanked DTA for its refusal of Envotech's proposed sponsorship of the Heritage Jazz Competition. (See M-CATS membership facts in this issue.)

Heritage Jazz contributions totalled $234 which will be split with WEMU.

The proposal for the Ypsilanti District Library will take place at the October meeting.

Rag Report: 5 new sponsors join this month.

President Blackmer solicits suggestions during the next month for the direction of the Association in the next year: meeting times? special events? communication channels? City/VCB/Chamber relations? scoflaws policy? etc. He will even accept unsigned and typed messages at Miller's Ice Cream Parlor and Emporium.

Frog Island Festival ownership is still unsettled. Association's attorney will reiterate with the current producers, Carolyn McKeever will bring up the issue at next Monday's Ark board meeting. Legal action is possibly the next step.

Art at the Freighthouse: Monthly Sunday afternoon gallery shows were proposed by Remington-Walker's Sandy Hoag. DTA will co-sponsor with City and Visitors & Convention Bureau. First two events are November 1 and December 6 (see item in this issue).

Freighthouse Advisory Committee is reactivated, policies reviewed. Members are still sorting policies for Farmers' Market and general Freighthouse use. City and DTA officials reiterated the general policy for events there: Start with local Association support, approach the City, then go to the Freighthouse management.

Sidewalk Sale will coincide with Farmers' Market Fall Fair on October 3, says Gerry Tillman of J & R Trading Post (see item).

Streetside directory/sign needs to be updated with many new businesses opening. DTA will start the process - along with some hype about the benefits of membership.

The current Eastern Guide was discussed, with suggestions for more facts, accuracy, if subsequent publications are to be made.

Heritage Festival plans are already underway for 1993 with the creation of a competition for 'installation art' chief among new highlights for the district. The concept was begun a year and a half ago and is finally financed, reports Steve Gross of Depot Exchange Antiques.

Meeting adjourned at 9:30pm.

POTPOURRI GARDENS

Featuring:
Old Fashion Floral Waters, Potpourri, Floral Designs, Vintage Needlework, Hand Painted Furnishings

16 East Cross Street • 313-483-0261
Linda Fulford Gault • Betty Newhouse

REMINGTON-WALKER
Design Associates

Specializing in Antiques, Christmas Designs, Heirloom Treasures, Tapestry
Commercial and Residential

23 East Cross Street
485-2164

"See you at the Freighthouse"
Kirk A. Profit,
Democrat
State Representative
22nd District
(Soon to be 54th District)

Strictly local stuff:

October 1992

Depot Towners are invited to participate in any or all of the following activities for the good of this old commercial district:

Depot Town Association
7:30 p.m. Thursday, 15
The Old Caboose

Depot Town Antique Engine Club
7:30 pm, Thursday 22
Freighthouse Coffeeshop

THE DEPOT TOWN RAG

A publication of the Depot Town Association, Inc. a nonprofit, tax-exempt corporation dedicated to preserving the unique character of the neighborhood and to the enhancement of its business climate.
-Tom Dodd, editor

The Depot Town Association, Inc.
David Blackmer, president
c/o The Old Caboose
400 Market Place
Ypsilanti, Michigan 48198

You can rent
The Old Caboose

($25 + deposit) Call 483-4256.

DAILY GRIND

- Cappuccino
- Espresso
- Flavored Coffee
- Pastries
- Muffins
- Cocoa-cino
- Scones
- Cheesecake
- Bottled Water

COFFEE HOUSE
21 East Cross Street **482-0440**
Open: Weekdays 7 am • Sun. 8 am
Close: Sun. - Wed. 10 pm, Thurs. - Sat. midnight or later

Daily Grind
50 cents off any espresso or cappuccino
Until Nov. 1

Daily Grind
50 cents off any cake
Until Nov. 1

[**Midnight Train** continued from page one]

At exactly one minute to midnight, the light slid up the steel tracks, causing long reflections to become vibrations and tremblings of giant diesel power as the enormous freight came into view. The light finally revealed the substance of an engine connected to it in the gloom; it was less than twenty feet away and stopping gradually. By the time I could see the entire front of the engine, the train was next to me and I flashed my light once.

'My friend climbed down the steel walkway behind the cab and showed me where to get aboard. He probably felt safer with me on the train, rather than on the tracks, while they maneuvered the engine and cars from track to siding to work the waiting car into their long consist bound for the Toledo freight yards.

As he signaled the crew in the cab, he acknowledged that the pick-up was a load of plastic parts for Chevrolets, headed to the General Motors operations in Ohio from their origin in Adrian. It had been brought to this siding that same afternoon. All the other cars in tow had originated in Melvindale and carried mostly Ford products.

With the car connected, we were on the main line again and the engineer started a slow crawl toward Milan where we crept into a left turn and entered the track of the Ann Arbor Railroad. Had we turned right, I suppose we could have gone all the way to Ludington and then taken the ferry to Manitowock, Wisconsin, but that'll have to be another trip. We'd settle for Toledo, Ohio.

As we cleared the curve onto the Ann Arbor line we picked up speed and I saw the perspective from the train is not at all like that of an automobile on the road. Crossings looked different; the warning lights are all on the other side of the signal signs. Trains have the right of way and their signals are nothing like what I was used to in standard travel. Red and green lights in different combinations usually meant stop or go or wait or slow down as commands came over the radio mounted above the windshield.

He ushered me into the cab where I met the two other crew members. It was obvious to me which was the engineer, but I still can't figure what the other guy did. Mostly, he poured coffee.

I tried not to utter a whole lot of "Gee whizisms," but I'm sure they knew how excited I was, even though they probably couldn't remember their first time on a freight train. I scoped out the interior for something to lean on, since there were no more seats, and noticed that there was no steering wheel. I suppose I should have known that, so I kept my revelation to myself and tried to appear as nonchalant as if I was in the habit of hopping freight trains every night or so. I am sure they saw through my act.

Azalia: The view out the windshield resembled driving into a tunnel as we headed down the track toward Azalia. I had seen the sign for this flowery town from the freeway, but must confess I'd never been there. No, the crew told me, they'd never seen an azalea in Azalia. Still, as we picked up speed to about thirty-five miles per hour, I began to notice a strange kind of lily growing along the tracks in low spots. Tiger lilies looked white in the

[continued on page two at left . . .]

An edition of lists suitable for posting on just about anybody's refrigerator:

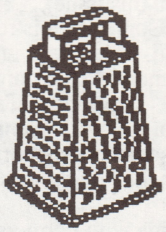
One way to really get things done is to start a list -- and check it more than twice. Depot Towners are great list makers and this issue collects some from several up and down the streets.

If "A Book of Lists" can be published, why shouldn't a neighborhood as pragmatic and creative as ours start publishing an *Annual Newsletter of Lists*?"

This October issue began with the list of new DTA officers, then a list of committee responsibilities. It's terribly easy to get your name on any of these lists. Just show up at the annual September election meeting and let your neighbors know of your interest. That'll get you on.

The annual list of district priorities is another crucial appendage to the continued success of business life in this block. It's one that is referred to often, just to see if we're on the right track throughout the year. When we start using our energies in areas that didn't appear in the annual plan, it's time to check out the original priorities. Other lists may be less crucial and a lot more fun.

This page includes a few other lists which may be of interest to our readers: things we don't need, towns to visit, plans for a day's activities, great musicians we've known and heard, and the lists go on . . .



So what's new at City Hall?

No progress yet :

- √ Williamsburg colors
- √ Drive-In Jazz
- √ Better weather
- √ Amtrak stops
- √ Domed Stadium
- √ 1993 Hudson models
- √ Sedan chair delivery
- √ Pulitzer Prize

A "things to do" list:

A day in the life . . . of Depot Town

7am - first coffee at Daily Grind
7:15 pm - leave car at City Body
8 am - cruise the Farmers' Market, gossip in the coffee shop
9 am - take bags to Recycling Center
9:30 am - get a haircut
10 am - doughnuts at J&R Trading Post
11 am - start the rounds of antique stores
Noon - Lunch at any number of fine places, indoors or out
1 pm - continue antique circle: furniture, frames, clothing, cars - it's all here!
2 pm - afternoon tea (of any kind) at whichever sidewalk café has best shade right now
3 pm - reward self with ice cream cone from Miller's
4 pm - feed the ducks, then pick up car
5 pm - meet realtor for tour of property
6 pm - meet family for dinner and drinks to tell about new business we're going to start!
7 pm - concert: in the Freighthouse, at the parks or on the street (check schedule)
8 pm - take associates on pub tour until closing time.

Therapy -- for adolescents & adults
(313) 481-1200
Depot Town Counseling Center
9 East Cross, Depot Town
individual • couple • family • group

Top Ten

things nobody misses down in Depot Town

- Video stores
- Parking meters
- Discount stores
- Family valet parking
- Offices on the first floor
- Wig shoppes
- Mud wrestling
- Toxic train wrecks
- Aluminum siding
- Revolving, blinking signs
- Dumpster residents

Heritage Jazz Competition

Winners in August

The 11th annual Heritage Jazz Competiton in August saw awards go to:

Best Soloist -
Cary Kocher, vibraphone
Best Solo/Duet -
Cary Kocher and Chris Kase electric bass guitar,
2nd - Kenn Thomas, pianist
Best Vocalist -
Susan Bott
2nd - Kathy Butler
Outstanding Guitarist
(Emily Remler Memorial Scholarship) -
guitarist Jake Reichbart
Best small group -
Guitarist Ted Connor and trio
2nd - Guitarists,10-year old Ian Wolf and15-year old Randy Napoleon
Best Large Group -
Legacy
2nd - Keith McGee Sextet
Other outstanding soloists:
Michael Scott, drums
John Allen, tenor sax
Carlos McKinney, piano

TED'S
Auto Electric
307 North River • 483-1238

A Depot Town SAMPLER

Planfullness pays off

The sign in the locker room used to read: "Failing to plan is planning to fail." That was just below the one which proclaimed, "Winners never lose; losers never win." Most of the junior varsity members weren't sure about the first one, but the second made lots of sense.

When they finished school and came down to Ypsilanti's historic Depot Town to do business, the 'planful' admonition still wasn't much appreciated. The ressurection of the district's business climate gained momentum mostly through the Underdog Mentality. After having been *down* so long, it looked like *up* to them. *Any* improvement made a *huge* improvement, and things couldn't have been worse. Almost every change looked good and it didn't matter where you stopped or started. Some early urban pioneers claimed that bringing Depot Town back to the world of business was like dusting in a really dirty housE; you could easily see where you had been.

Things became much more complicated after that. Depot Town became the star of the "Comeback State" and previous losers became popular winners. Newspapers and magazines bragged about our warmth and charm. Realtors hypped properties from blocks away as "in historic Depot Town." Success carried new responsibilities. DTA's annual elections became regional news and each year saw thousands of dollars spent on public and private projects. Investments grew and flourished.

Prioritizing the neighborhood's yearly projects has become a large share of the general concern today, and the next season's undertakings require careful consideration and execution as dollars get tighter and volunteerism diminishes.

"Maybe it's the height of the *Me Generation*," said one business owner. But another slogan from the Old School may have said it better: "*All* of us knows so much more than *any* of us."

Meetings continue in the Old Caboose to keep our tiny commercial district creative.

Olde Towne
Coin & Gold
24 E. Cross Street

Ypsilanti's
Farmers' Market
Open all year 'round
Wednesdays & Saturdays
In the Freighthouse
down in Depot Town

Freeman Bunting Insurance
107 West Michigan Avenue
Ypsilanti, Michigan 48197
Telephone: 482-4732
Agency
• Betty Campbell • Jim Campbell
• Nancy Petosky • Chuck Conklin
• Mary Lou Linke • Ken Burcaw
Security through insurance since 1921

Teachers Shop
& LEARNING CENTER, LTD.
All materials for Classroom & Curricula
Your K12 CONNECTION
(313) 482-6373
16 E. Cross Street, Ypsilanti, MI 48198

Ypsilanti
Recycling Project
• Take the load off landfills
• Reduce municipal spending
• Conserve our natural resources
• Preserve our environment
313-485-0530
651 Rice Street
Friday: noon - dusk, **Saturday:** 9am - 3pm
VOLUNTEER AND LEARN

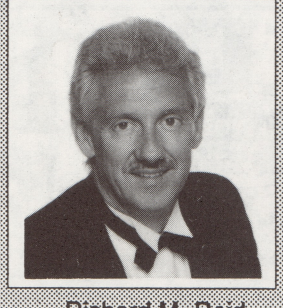
Hon's
Flowers
& Fancies
46 East Cross
482-2124

RENTAL • SALES • SERVICE
ACTION RENTAL
971-8330
Gerri Lewis
Vice President
4051 Carpenter Rd.
(1 blk S. of Meijers)

Depot Doo

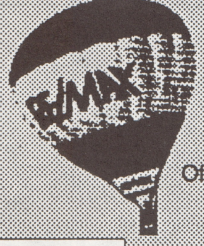
Fine Design
In Hair Style
25 East Cross • 484-3045

Ad Art
313-483-4256
517-592-8708
Design and Layout
Typeset for ads, brochures, books, manuscripts, resumés, catalogues.
Complete production, graphics, consulting



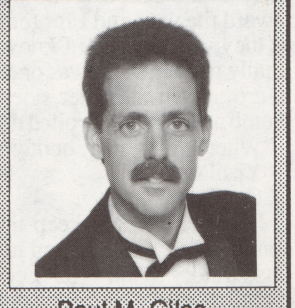
Richard M. Reid

RE/MAX®
Of Ann Arbor
Independently Owned & Operated
900 Victors Way, Suite 190
Ann Arbor, Michigan 48108



Office: (313) 663-0400
(313) 482-1279
(313) 483-6131
Fax: (313) 663-0451
(800) 253-6288

REALTOR Multiple Listing Service MLS™



Paul M. Giles